

4.2.2.8 Socioeconomics

Preferred Alternative: No Action Alternative

Under this alternative, the existing storage facility would remain operational. No new employment or immigration of workers would be required.

Regional Economy Characteristics. Total employment in the REA is projected to grow 3.4 percent annually between 1995 and 2000, reaching 686,800 in the latter year. Slower growth is projected after the year 2000, when employment will increase 2 percent annually and reach approximately 1,236,600 in 2040. Unemployment in the REA was 6.1 percent in 1994 and is expected to remain at this level into the near future. Per capita income is projected to increase from approximately \$21,900 in 1995 to \$46,134 in 2040. No Action projections are presented in Table L.1–19.

Population and Housing. Population in the ROI is projected to total 990,700 in 1995 and reach 2,087,000 by 2040. Over the same period, the total number of housing units in the ROI is projected to increase from 403,700 to 850,500. No Action projections for population and housing are presented in Tables L.1–20 and L.1–21, respectively.

Community Services. Education, public safety, and health care characteristics are used to assess the level of community services in the NTS ROI. School enrollments are projected to increase from approximately 165,630 students in 1995 to 348,920 students by 2040. In 1994, the student-to-teacher ratio was 19.6:1. To maintain this level of service, the number of teachers in the ROI would need to increase from 8,466 in 1995 to 17,833 in 2040. No Action projections are presented in Tables L.1–22 and L.1–23.

The projected number of sworn police officers and firefighters serving ROI communities during the period 1995 to 2040 is shown in Tables L.1–24 and L.1–25, respectively. Under No Action, the number of sworn police officers is projected to increase from 1,946 in 1995 to 4,101 in 2040 to maintain the current service level of 2.0 officers per 1,000 persons. The number of firefighters in the ROI is estimated to increase from 1,553 in 1995 to 3,271 in 2040 to maintain the current service level of 1.6 firefighters per 1,000 persons.

Hospital occupancy rates are based on current capacity. Projections of hospital occupancy rates and the number of practicing physicians serving the ROI population between 1995 and 2040 are presented in Tables L.1–26 and L.1–27, respectively. Without expansion of existing capacity, hospital occupancy rates for the ROI would increase from 62 percent in 1995 to over 100 percent in 2040. If the 1994 physician-to-population ratio of 1.3 physicians per 1,000 persons is to be maintained, the total number of physicians would need to increase from 1,276 in 1995 to 2,704 in 2040.

Local Transportation. The worker population at NTS would not increase and could decrease. Any increases in traffic would be due to the projected growth in the area unrelated to DOE activities. [Text deleted.]

Consolidation Alternative

Modify Existing Tunnel Drifts and Construct New Material Handling Building at the P-Tunnel

Modification of the existing P-Tunnel at NTS to consolidate the storage of Pu would require 1,103 workers during the peak construction year and would generate over 2,100 jobs (direct and indirect) in the region. Operation of the facility would generate over 1,400 jobs (direct and indirect) in the region. Projections indicate that there would be sufficient labor available within the region to fill all direct and indirect jobs during both construction and operations.

Regional Economy Characteristics. A total of 2,139 (1,103 direct and 1,036 indirect) jobs would be created in the region during the construction of the facility. Employment in the region would increase by less than 1 percent, and the unemployment rate would fall from the No Action projection of 6.1 percent to 5.8 percent. Per capita income would increase by less than 1 percent (Socio 1996a).

Operation of the facility would generate a total of 1,406 jobs (527 direct and 879 indirect) in the region, increasing regional employment by less than 1 percent. Operation workers would begin phasing in as construction nears completion. Unemployment would rise from 5.8 percent during peak construction to 5.9 percent during operation but remain below the No Action level of 6.1 percent (Socio 1996a).

Population, Housing, and Community Services. All newly created jobs would be filled by the resident labor force. Therefore, there would be no change to the region's population from the No Action projections. Accordingly, there would be minimal impacts to the demand for housing or community services in the region as a result of the construction and operation of this facility (Socio 1996a).

Local Transportation. During the peak construction year, workers would generate 2,118 vehicle trips per day. During operations, workers would generate 1,012 vehicle trips per day. These increases would not affect the level of service on the local road segments analyzed (Socio 1996a).

Construct New Plutonium Storage Facility

Construction of a new facility for the consolidated storage of Pu at NTS would generate over 2,100 jobs (direct and indirect) within the REA. Operation would generate over 1,300 jobs (direct and indirect) in the region. Projections indicate that there would be sufficient available labor in the region to fill all of the direct and indirect jobs. [Text deleted.]

[Text deleted.]

Regional Economy Characteristics. During the construction period, the project would add a total of 2,122 (1,094 direct and 1,028 indirect) jobs to the regional economy that would be filled by the labor available within the region. The regional unemployment rate would decrease from 6.1 percent to 5.8 percent, while per capita income would increase minimally (much less than 1 percent) (Socio 1996a).

The consolidated storage facility at NTS would create 1,313 jobs (492 direct and 821 indirect) during full operation, increasing total employment in the REA by much less than 1 percent over the No Action projection. Available labor would fill all of the indirect positions. However, some workers would need to in-migrate to fill specialized direct employment requirements. Operation workers would begin phasing in as construction nears completion. Unemployment would rise from 5.8 percent during peak construction to 6.0 percent during operation but would remain below the No Action level of 6.1 percent. Per capita income would increase minimally (much less than 1 percent) (Socio 1996a).

Population, Housing, and Community Services. All newly created jobs would be filled by the resident labor force. Therefore, there would be no change to the region's population from the No Action projections. Accordingly, there would be minimal impact to the demand for housing or community services in the region as a result of the construction and operation of this facility. [Text deleted.]

[Text deleted.]

Local Transportation. Construction workers would generate a projected 2,100 vehicle trips per day during peak construction activity. During operations, workers would generate 945 vehicle trips per day. These increases would not affect the level of service on the local road segments analyzed (Socio 1996a).

Collocation Alternative

Modify Existing Tunnel Drifts and Construct New Material Handling Building at the P-Tunnel

Modification of the existing P-Tunnel at NTS to consolidate the storage of all Pu and HEU would generate a total of over 2,500 jobs (direct and indirect) during the construction phase. Projections indicate that there would be sufficient labor available within the region to fill these positions. However, operations of the upgraded facility, which would generate over 1,700 total jobs (direct and indirect), would require some workers to relocate to the area to fill specialized employment requirements. Available labor within the REA would fill all of the indirect jobs created during the operation phase. The impacts on the region's economy, population, housing, community services, and local transportation are discussed below.

Regional Economy Characteristics. Modification of the existing P-Tunnel would require 1,297 workers during the peak construction year and would generate an additional 1,218 jobs in other industries within the REA. The available labor force within the region would be sufficient to fill all the direct and indirect jobs created. Employment in the REA would increase by less than 1 percent over No Action, and the unemployment rate would fall from the No Action projection of 6.1 percent to 5.8 percent. Per capita income would increase by less than 1 percent (Socio 1996a).

Operation of the facility would require 641 new employees and would generate an additional 1,069 indirect jobs within the REA. Available labor within the REA would fill all of the indirect positions, however, some workers would have to in-migrate to fill specialized direct employment requirements. Total employment and per capita income in the region would both increase by much less than 1 percent over No Action projections. Operation workers would begin phasing in as construction nears completion. Unemployment would rise from 5.8 percent during peak construction to 5.9 percent during operation but would remain below the No Action level of 6.1 percent (Socio 1996a).

Population and Housing. During full operation of the upgraded facility, in-migration is projected to increase population in the ROI by 73 over the No Action Alternative, a change of much less than 1 percent of total population. Projected vacancies in the housing stock would be sufficient to accommodate the slight increase in demand (Socio 1996a).

Community Services. Because there would be no in-migration associated with construction of the upgraded facility, and the population change resulting from operations is so small, the demand for community services would remain unchanged from No Action projections (Socio 1996a). [Text deleted.]

[Text deleted.]

Local Transportation. Construction workers would generate a projected 2,490 vehicle trips per day in the year 2001 (the peak construction year) under this alternative. Operation workers would generate 1,231 vehicle trips per day. These increases would not affect the level of service on the local road segments analyzed (Socio 1996a).

Construct New Plutonium and Highly Enriched Uranium Storage Facilities

Construction of a new facility to store all Pu and HEU would generate almost 2,200 jobs (direct and indirect) in the region. Operation of the facility would generate over 1,600 jobs. Projections indicate that workers would in-migrate to the REA to fill some of the direct jobs created during the operation of a new consolidated Pu and HEU storage facility at NTS. However, there would be sufficient available labor in the REA to fill both the

indirect jobs created during operation and all employment generated by the construction of the facility. The effects on the region's economy, population, housing, community services, and local transportation are discussed below.

Regional Economy Characteristics. Construction of the new consolidated Pu and HEU storage facility would generate 1,123 direct and 1,055 indirect jobs during peak construction at NTS. Total employment in the region would increase by less than 1 percent, and the unemployment rate would decrease from the No Action projection of 6.1 percent to 5.8 percent. Per capita income would increase by much less than 1 percent (Socio 1996a).

Operation of the proposed storage facilities would generate a total of 1,659 new jobs (622 direct and 1,037 indirect) in the REA, with some direct jobs filled by in-migrant workers. All of the indirect positions would be filled by available labor in the REA. Total employment in the region would increase by less than 1 percent over the No Action projection. Operation workers would begin phasing in as construction nears completion. Unemployment would rise from 5.8 percent during peak construction to 5.9 percent during operation but remain below the No Action level of 6.1 percent. Per capita income would increase much less than 1 percent (Socio 1996a).

Population and Housing. Although 22 workers would in-migrate to the REA during the operation phase of the proposed storage facilities, the resulting change to population would be less than a 1 percent increase over No Action. Projected housing vacancies would be sufficient to accommodate demand from the in-migrating population (Socio 1996a).

Community Services. Because there would be no in-migration associated with construction of the facility, and the population change from operations is so small, the demand for community services would remain unchanged from No Action projections (Socio 1996a).

[Text deleted.]

Local Transportation. Construction employees would generate 2,156 vehicle trips per day. Operation employees would generate an estimated 1,194 vehicle trips per day. These increases would not affect the level of service on the local road segments analyzed (Socio 1996a).

Subalternative Not Including Strategic Reserve and Weapons Research and Development Materials

If strategic reserve and weapons R&D materials are not included in the storage requirements at NTS, there would be a small reduction in worker requirements for construction and operation of the facility. Therefore, the socioeconomic effects would be less than those options including strategic reserve and weapons R&D for the Consolidation Alternative and the Collocation Alternative. [Text deleted.]